Attachment 7

to Operations Group Factual Report

DCA05MA04

CORPORATE AIRLINES
STABILIZED APPROACH CRITERIA

1) From *an ILS approach,* glideslope intercept point on the precision approach, as depicted on the approach chart profile view, and ends at the DA. The glide slope/path symbol (feather) starts at the FAF.
2) *For an ASR approach,* when advised by the final controller, and ends at DA or MDA, as appropriate.
3) *For a non-precision approach without an FAF,* at the point where the procedure turn intercepts the final approach course, and ends at the missed approach point or approach facility, as applicable.
4) *For a non-precision approach with an FAF,* at that FAF, and ends at the missed approach point or the runway, whichever is last.

D. *Flight Visibility* - The average forward horizontal distance, from the cockpit of an aircraft in flight, at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night.

E. *Initial Approach Altitude* - The altitude (or altitudes, in High Altitude Procedures) prescribed for the initial approach segment of an instrument approach.

F. *Intermediate Approach* - The approach procedure segment between the intermediate fix or point and the final approach fix.

G. *Minimum Descent Altitude* (MDA) -The MDA is the lowest altitude to which descent shall be authorized in procedures not using a glide slope. Aircraft are not authorized to descent below the MDA until the runway environment is in sight, and the aircraft is in a position to descend for a normal landing, (TERPS).

H. *Non-Precision Approach* - A standard instrument approach procedure in which no electronic glide slope is provided.

I. *Precision Approach* - A descent in an approved procedure where the navigation facility alignment is normally on the runway centerline, and glide slope information is provided. For example, Precision Approach Radar (PAR) and Instrument Landing System (ILS) procedures are Precision Approaches. (TERPS)

J. *Precision Approach Procedure* - A standard instrument approach procedure in which an electronic glide slope is provided, such as ILS and PAR.

K. *Procedure Turn* - The maneuver prescribed when it is necessary to reverse direction to establish an aircraft on an intermediate or final approach course, the outbound course, direction of turn, distance within which the turn must be completed and minimum altitude are specified in the procedure. However, the point at which the turn may be commenced, and the type and rate of turn, is left to the discretion of the pilot.

L. *Touchdown Zone* - The first 3,000 feet of runway beginning at the threshold.

M. *Touchdown Zone Elevation* - The highest runway centerline elevation in the touchdown zone.

20. Stabilized Approach Criteria

A. When any approach fails to meet the following stabilized approach criteria during IMC, an immediate missed approach (or go around, as appropriate) is mandatory.

B. The stabilized approach criteria is divided into three phases of flight, and applies to both instrument and visual approaches. Criteria not appropriate to the approach being made, (such as course deviation on a visual approach), are to be disregarded. When reference is made to "course deviation" it will apply to both localizer and glide slope when executing an ILS approach.

NOTE

AFL (Above Field Level) elevations are based upon HAT (Height Above Touchdown) for straight in approaches and HAA (Height Above Airport) for all circling and visual approaches.

C. Phase 1

1) 2,000 Feet AFL to 1,000 Feet AFL.

2) Maximum Descent Rate: 2,000 FPM.

3) Maximum Course Deflection Once Established: ±1.5 dots or ±7 degrees on RMI.

NOTE
All course deviation expressed as "dots" are based on a 4 dot (2 dots either side of center) display.

D. Phase 2

1) 1,000 Feet AFL to 300 Feet AFL.

2) Maximum Descent Rate: 1,200 FPM.

3) Maximum Course Deflection: +/- 1 dot or + 5 degrees on RMI.

4) Minimum Speed briefed.

E. Phase 3

1) 300 Feet to 50 Feet AFL.

2) Maximum Descent Rate: 900 FPM.

3) Maximum Course Deflection: (ILS/LOC only) ± 1 dot.

4) Maximum Speed Deviation: Deceleration, as required, to cross end of runway at a speed difference not in excess of +10 / -0 knots of appropriate ref speed.

21. Straight-in Approach and Landing

Aircraft cleared for a straight-in approach will be expected to land straight in or follow missed approach procedures automatically if a straight-in landing cannot be completed. If it is anticipated that the landing may be made on a runway other than the runway aligned with the direction of the instrument approach, the pilot shall advise the Controlling Agency of this fact when over the initial approach fix inbound.

22. Sidestep Maneuver (AIM)

A. Air Traffic Control may authorize an approach procedure which serves either one of parallel runways that are separated by 1200 feet or less followed by a straight-in landing on the adjacent runway.

Example: "Corpex" Three Thirty Five cleared ILS Approach Runway 7 left side step to Runway 7 right.

1) Definitions

Approach runway - the runway to which an instrument approach procedure is to be flown.

Landing runway - the runway cleared to sidestep to and land on visually.

2) Pilots are expected to commence the sidestep maneuver as soon as possible after:

a) The landing runway is in sight, or;